

43 CFR Public Land Order 5950

(W-31206)

Wyoming; Partial Revocation of Public Water Reserve

AGENCY: Bureau of Land Management, Interior.

ACTION: Public land order.

SUMMARY: This order partially revokes a public water reserve and restores the lands to the operation of the public land laws generally, including the mining laws.

EFFECTIVE DATE: July 3, 1981.

FOR FURTHER INFORMATION CONTACT:

W. Scott Gilmer, Wyoming State Office, 307-778-2220, extension 2336.

By virtue of the authority vested in the Secretary of the Interior by Section 204 of the Federal Land Policy and Management Act of 1976, 90 Stat. 2751; 43 U.S.C. 1714, it is ordered as follows:

1. The Executive Order of April 17, 1926, creating Public Water Reserve No. 107, as construed by Interpretation No. 217 of May 14, 1935, is hereby revoked insofar as it affects the following described lands:

Sixth Principal Meridian, Wyoming

T. 35 N., R. 110 W.,
Sec. 5, E $\frac{1}{2}$ NW $\frac{1}{4}$ (lot 3, SE $\frac{1}{4}$ NW $\frac{1}{4}$);
Sec. 8, W $\frac{1}{2}$ SE $\frac{1}{4}$.
T. 33 N., R. 112 W.,
Sec. 1, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 12, NW $\frac{1}{4}$ NE $\frac{1}{4}$.

The area described contains 239.04 acres in Soble County.

2. At 10 a.m. on July 3, 1981, the lands shall be open to the operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on July 3, 1981, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

3. The lands will be open to location for nonmetalliferous minerals at 10 a.m. on July 3, 1981. They have been open to applications and offers under the mineral leasing laws and to location under the United States mining laws for metalliferous minerals.

Inquiries concerning the lands should be addressed to the Chief, Branch of Lands and Minerals Operations, Bureau of Land Management, P.O. Box 1828, Cheyenne, Wyoming 82001.

Garrey E. Carruthers,
Assistant Secretary of the Interior.

May 28, 1981.

[FR Doc. 81-16640 Filed 6-3-81; 8:45 am]

BILLING CODE 4310-84-M

43 CFR Public Land Order 5946

(I-14560)

Idaho; Partial Revocation of Reclamation Withdrawal

AGENCY: Bureau of Land Management, Interior.

ACTION: Public land order.

SUMMARY: This order will partially revoke a Secretarial order which withdrew lands in the Boise Valley Reclamation Project. The lands are embraced in allowed homestead entries.

EFFECTIVE DATE: June 4, 1981.

FOR FURTHER INFORMATION CONTACT:

Larry R. Lievsay, Idaho State Office, 208-334-1735.

By virtue of the authority contained in Section 204 of the Federal Land Policy and Management Act of 1976, 90 Stat. 2751; 43 U.S.C. 1714, it is ordered as follows:

1. Secretarial Order of December 22, 1903, which withdrew lands for the Boise Valley Reclamation Project, is hereby revoked insofar as it affects the following described lands:

Boise Meridian

T. 5 N., R. 5 W.,
Sec. 31, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$.

The area described contains 80 acres in Canyon County.

2. The lands are embraced in allowed entries under the homestead laws.

Garrey E. Carruthers,

Assistant Secretary of the Interior.

May 28, 1981.

[FR Doc. 81-16599 Filed 6-3-81; 8:45 am]

BILLING CODE 4310-84-M

43 CFR Public Land Order 5945

(OR 20933 (Wash.))

Washington; Withdrawing Public Lands for use of the Department of the Army for Dam and Reservoir Purposes

AGENCY: Bureau of Land Management, Interior.

ACTION: Public land order.

SUMMARY: This order withdraws 400.27 acres of public land for uses in support of the additional hydroelectric generating units constructed at Chief Joseph Dam.

EFFECTIVE DATE: June 4, 1981.

FOR FURTHER INFORMATION CONTACT:

Champ C. Vaughan, Jr., Oregon State Office, 503-321-6905.

By virtue of the authority vested in the Secretary of the Interior by Section 204 of the Federal Land Policy and

Management Act of 1976, 90 Stat. 2751; 43 U.S.C. 1714, it is hereby ordered as follows:

1. Subject to valid existing rights, the following described public lands which are under the jurisdiction of the Secretary of the Interior, are hereby withdrawn from settlement, sale, location, or entry, under the general land laws, including the mining laws, 30 U.S.C. Ch. 2, but not from leasing under the mineral leasing laws, and reserved for use of the Corps of Engineers, U.S. Department of the Army, in connection with the Chief Joseph Dam Additional Units Project.

Willamette Meridian

T. 29 N., R. 26 E.,

Sec. 9, SW $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 30, Lot 2.

T. 30 N., R. 26 E.,

Sec. 25, NW $\frac{1}{4}$ NE $\frac{1}{4}$;Sec. 35, SW $\frac{1}{4}$ SE $\frac{1}{4}$.

T. 30 N., R. 27 E.,

Sec. 28, SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 29, NE $\frac{1}{4}$ NW $\frac{1}{4}$;Sec. 34, SW $\frac{1}{4}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$.

T. 30 N., R. 28 E.,

Sec. 9, SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 14, NE $\frac{1}{4}$ SW $\frac{1}{4}$.

The areas described aggregate 400.27 acres in Douglas County, Washington.

2. The lands in Sec. 25, T. 30 N., R. 26 E.; Sec. 29, T. 30 N., R. 27 E.; and Sec. 9, T. 30 N., R. 28 E., are also withdrawn for Power Site Reserve 129 by Executive Order of July 2, 1910.

3. Management of grazing, wildlife habitat and mitigation areas, recreation, fire protection, public access, cultural resources, and realty actions on the withdrawn lands will be under terms and conditions that have been agreed upon between the Corps of Engineers and the Bureau of Land Management and which may be revised by consent of both parties.

4. This withdrawal shall remain in effect for a period of 20 years from the date of this order.

Dated: May 28, 1981.

Garrey E. Carruthers,

Assistant Secretary of the Interior.

[FR Doc. 81-16596 Filed 6-3-81; 8:45 am]

BILLING CODE 4310-84-M

43 CFR Public Land Order 5949

(OR 22118 (WASH))

Washington; Revocation of Executive Order

AGENCY: Bureau of Land Management, Interior.

ACTION: Public Land Order.

SUMMARY: This order revokes an Executive Order which withdrew 8.17 acres of land for public purposes. This action permits restoration of the land to operation of the mining laws provided appropriate rules and regulations are issued to allow mineral location on lands conveyed pursuant to the Recreation and Public Purposes Act.

EFFECTIVE DATE: June 4, 1981.

FOR FURTHER INFORMATION CONTACT: Champ C. Vaughan, Jr., Oregon State Office, 503-231-6905.

By virtue of the authority vested in the Secretary of the Interior by Section 204 of the Federal Land Policy and Management Act of 1976, 90 Stat. 2751; 43 U.S.C. 1714, it is ordered as follows:

1. The Executive Order of May 9, 1898, which withdrew the following described lands for public purposes is hereby revoked:

Willamette Meridian

T. 41 N., R. 3 W.,
Sec. 33, Lot 8.

The area described contains 8.17 acres in Whatcom County, Washington.

2. The surface estate of the land has been conveyed from United States ownership pursuant to the Recreation and Public Purposes Act of June 14, 1926, as amended (43 U.S.C. 869; 869-4); therefore, unless and until appropriate rules and regulations are issued, the land will not be open to location under the United States mining laws. The land has been and continues to be open to applications and offers under the mineral leasing laws.

Inquiries concerning the lands should be addressed to the State Director, Bureau of Land Management, P. O. Box 2965, Portland, Oregon 97208.

Dated: May 28, 1981.

Garrey E. Carruthers,
Assistant Secretary of the Interior.

[FR Doc. 81-10600 Filed 6-3-81; 8:45 am]

BILLING CODE 4310-84-M

§ 64.6 List of eligible communities.

**FEDERAL EMERGENCY
MANAGEMENT AGENCY**

44 CFR Part 64

[Docket No. FEMA 6069]

**Suspension of Community Eligibility
Under the National Flood Insurance
Program**

AGENCY: Federal Insurance
Administration, FEMA.

ACTION: Final rule.

SUMMARY: This rule lists communities where the sale of flood insurance, as authorized under the National Flood Insurance Program (NFIP), will be suspended because of noncompliance with the flood plain management requirements of the program.

EFFECTIVE DATES: The third date ("Susp.") listed in the fifth column.

FOR FURTHER INFORMATION CONTACT: Mr. Gary Johnson, National Flood Insurance Program, (202) 755-5581 or EDS Toll Free Line 800-638-6620 for the Continental U.S. (except Maryland); 800-638-6831 for Alaska, Hawaii, Puerto Rico, and the Virgin Islands; and 800-492-6605 for Maryland, Room 5270, 451 Seventh Street SW., Washington, DC 20410.

SUPPLEMENTARY INFORMATION: The National Flood Insurance Program (NFIP), enables property owners to purchase flood insurance at rates made reasonable through a Federal subsidy. In return, communities agree to adopt and administer local flood plain management measures aimed at protecting lives and new construction from future flooding. Section 1315 of the National Flood Insurance Act of 1968, as amended (42 U.S.C. 4022) prohibits flood insurance coverage as authorized under the National Flood Insurance Program (42 U.S.C. 4001-4128) unless an appropriate public body shall have adopted adequate flood plain management measures with effective enforcement measures. The communities

listed in this notice no longer meet that statutory requirement for compliance with program regulations (44 CFR Part 59 et seq.). Accordingly, the communities are suspended on the effective date in the fifth column, so that as of that date subsidized flood insurance is no longer available in the community.

In addition, the Federal Insurance Administrator has identified the special flood hazard areas in these communities by publishing a Flood Hazard Boundary Map. The date of the flood map, if one has been published, is indicated in the sixth column of the table. Section 202(a) of the Flood Disaster Protection Act of 1973 (Pub. L. 93-234), as amended, provides that no direct Federal financial assistance (except assistance pursuant to the Disaster Relief Act of 1974 not in connection with a flood) may legally be provided for construction or acquisition of buildings in the identified special flood hazard area of communities not participating in the NFIP, with respect to which a year has elapsed since identification of the community as having flood prone areas, as shown on the Office of Federal Insurance and Hazard Mitigation's initial flood insurance map of the community. This prohibition against certain types of Federal assistance becomes effective for the communities listed on the date shown in the last column.

The Federal Insurance Administrator finds that delayed effective dates would be contrary to the public interest. The Administrator also finds that notice and public procedure under 5 U.S.C. 553(b) are impracticable and unnecessary.

The Catalog of Domestic Assistance Number for this program is 83.100 "Flood Insurance." This program is subject to procedures set out in OMB Circular A-95.

In each entry, a complete chronology of effective dates appears for each listed community.

Section 64.6 is amended by adding in alphabetical sequence new entries to the table.

State and county	Location	Community No.	Effective dates of authorization/cancellation of sale of flood insurance in community	Special flood hazard area identified	Date*
Alabama: Shelby	Alabaster, city of	010192B	Dec. 13, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 4, 1976	June 15, 1981.
Arkansas:					
Craighead	Jonesboro, city of	050048B	June 20, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Oct. 26, 1973 and Oct. 8, 1976	Do.
Benton and Washington.	Springdale, city of	050219B	Sept. 26, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	April 5, 1974 and Mar. 5, 1976	Do.
Connecticut: New London.	East Lyme, town of	090096B	Oct. 23, 1973, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Sept. 13, 1974 and Dec. 24, 1976	Do.
Florida:					
Martin	Ocean Breeze Park, town of	120163B	Apr. 15, 1976, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Aug. 2, 1974 and Apr. 2, 1976	Do.
Do	Unincorporated areas	120161B	May 19, 1972, emergency; June 15, 1981, regular; June 15, 1981, suspended.	July 29, 1977	Do.

State and county	Location	Community No.	Effective dates of authorization/cancellation of sale of flood insurance in community	Special flood hazard area identified	Date ¹
Georgia:					
De Kalb	Clarkston, city of	130067A	Aug. 7, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 21, 1975	June 15, 1981.
Do	Pine Lake, city of	130070B	Feb. 27, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Apr. 12, 1974 and Apr. 16, 1976.	Do.
Illinois:					
De Page and Cook	Bartlett, village of	170059B	Aug. 6, 1976, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Apr. 12, 1974 and Aug. 6, 1976.	Do.
Cook	Des Plaines, city of	170081C	Oct. 13, 1972, emergency; June 15, 1981, regular; June 15, 1981, suspended.	May 4, 1973, June 28, 1974, and July 16, 1976.	Do.
St. Clair	Fayetteville, village of	170628B	May 12, 1976, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 22, 1974 and June 4, 1976.	Do.
Fulton	Liverpool, village of	170762C	Dec. 10, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Dec. 28, 1973, Aug. 1, 1975 and Dec. 28, 1979.	Do.
Lake	Waukegan, city of	170397B	Mar. 12, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	May 10, 1974 and July 9, 1976.	Do.
Iowa:					
Story	Cambridge, city of	190255B	July 29, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Aug. 16, 1974 and July 11, 1975.	Do.
Lee	Unincorporated areas	190182B	Sept. 11, 1978, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 21, 1977	Do.
Kentucky:					
Boone	Unincorporated area	210013B	Aug. 28, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Dec. 27, 1974 and Dec. 30, 1977.	Do.
Bourbon	Paris, city of	210015B	July 23, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Jan. 16, 1974 and Feb. 20, 1976.	Do.
Maryland:					
Somerset	Crisfield, city of	240062A	Apr. 28, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Jan. 23, 1976	Do.
Do	Unincorporated areas	240061A	May 8, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	April 25, 1975	Do.
Massachusetts:					
Worcester	East Brookfield, town of	250303B	Sept. 18, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 7, 1974 and June 11, 1976.	Do.
Berkshire	Monterey, town of	250030B	July 7, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Mar. 15, 1974 and Aug. 13, 1976.	Do.
Michigan:					
Washtenaw	Ypsilanti, township of	260542B	Apr. 8, 1977, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Apr. 8, 1977	Do.
Barry	Hastings, township of	260648B	Nov. 19, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Dec. 16, 1977	Do.
Minnesota:					
Morrison	Unincorporated areas	270617B	Mar. 20, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Apr. 21, 1978	Do.
Miller Lake and Sherburne	Princeton, city of	270292B	Mar. 20, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	May 10, 1974 and Feb. 13, 1976.	Do.
Missouri:					
Adair	Novinger, city of	290003B	June 4, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 7, 1974 and Dec. 12, 1975.	Do.
St. Louis	Peerless Park, village of	290378A	Oct. 1, 1973, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Jan. 3, 1975	Do.
New Jersey:					
Burlington	Fieldsboro, borough of	340543B	May 1, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Nov. 29, 1974 and Oct. 3, 1975.	Do.
Bergen	Montvale, borough of	340052B	May 2, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Sept. 6, 1974 and June 16, 1976.	Do.
New York:					
Yates	Dresden, village of	360956A	Mar. 6, 1980, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 20, 1976	Do.
Chemung	Wellsburg, village of	360157B	Mar. 16, 1973, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 1, 1973 and June 25, 1976.	Do.
Ohio:					
Cuyahoga	Bratenahl, village of	390734A	June 9, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	July 11, 1975	Do.
Do	Brooklyn Heights, village of	390101B	May 16, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 8, 1974 and Apr. 23, 1976.	Do.
Montgomery	Miamisburg, city of	390413B	Aug. 1, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Mar. 1, 1974 and July 23, 1976.	Do.
Cuyahoga	Shaker Heights, city of	390129A	Oct. 28, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Aug. 1, 1975	Do.
Oklahoma:					
Tulsa and Osage	Sand Springs, city of	400211B	Aug. 5, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	July 26, 1974 and Apr. 22, 1977.	Do.
Pennsylvania:					
Allegheny	Bethel Park, borough of	420012A	Sept. 3, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Dec. 10, 1976	Do.
Washington	California, borough of	420848A	July 5, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Oct. 8, 1976	Do.
Beaver	Center, township of	422310A	Aug. 11, 1976, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Jan. 17, 1975	Do.
Washington	Centerville, borough of	422552A	Mar. 22, 1976, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 28, 1975	Do.
Berks	Brecknock, township of	421053B	Nov. 24, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Sept. 13, 1974 and May 14, 1976.	Do.
Clinton	Colebrook, township of	420324C	July 25, 1973, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Mar. 22, 1974, Dec. 24, 1976, and Jan. 20, 1980.	Do.
Luzerne	Dupont, borough of	422250A	July 29, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 14, 1975	Do.
Beaver	Economy, borough of	420109B	June 4, 1976, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Apr. 5, 1974 and June 4, 1976.	Do.
Erie	Edinboro, borough of	420448B	Jan. 21, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 7, 1974 and June 4, 1976.	Do.
Blair	Frankstown, township of	421387A	Aug. 16, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Dec. 13, 1974	Do.

State and county	Location	Community No.	Effective dates of authorization/cancellation of sale of flood insurance in community	Special flood hazard area identified	Date ¹
Allegheny	Heidelberg, borough of	420043B	Feb. 21, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 1, 1974 and June 4, 1978.	June 15, 1981.
Lackawanna	Lehigh, township of	422459B	Mar. 11, 1976, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 28, 1975 and Apr. 11, 1980.	Do.
Cumberland	Middlesex, township of	420363B	Apr. 15, 1977, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 8, 1974 and Apr. 15, 1977.	Do.
Allegheny	Penn Hills, township of	421092B	Sept. 20, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Sept. 20, 1974 and Dec. 26, 1975.	Do.
Luzerne	Pittston, township of	421834B	Nov. 14, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Jan. 24, 1975 and Feb. 15, 1980.	Do.
Bucks	Richland, township of	421095B	May 15, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Oct. 25, 1974 and June 18, 1976.	Do.
Beaver	Rochester, township of	421322A	Mar. 11, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Dec. 27, 1974.	Do.
Adams	Reading, township of	420004B	Jan. 26, 1973, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Jan. 23, 1974 and Dec. 31, 1976.	Do.
York	West Manchester, township of	422233B	Aug. 22, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Nov. 15, 1974 and Oct. 17, 1975.	Do.
South Carolina:					
Lexington	Unincorporated areas	450129B	Sept. 6, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Sept. 6, 1974 and June 30, 1978.	Do.
Dorchester	Summerville, town of	450073C	June 3, 1977, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 14, 1974; April 19, 1976 and June 3, 1977.	Do.
Tennessee:					
Shelby	Bartlett, city of	470175B	Dec. 28, 1973, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Feb. 24, 1974 and June 3, 1977.	Do.
Davidson and Sumner	Goodlettsville, city of	470287A	Apr. 21, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Aug. 15, 1975.	Do.
Texas: Atascosa	Unincorporated areas	480014B	Aug. 5, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Jan. 17, 1975 and Nov. 29, 1977.	Do.
Virginia: Giles	Unincorporated areas	510067B	Oct. 24, 1973, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Aug. 2, 1974 and Mar. 5, 1975.	Do.
Washington: King	Kirkland, city of	530081B	Apr. 19, 1974, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 28, 1974 and Sept. 12, 1975.	Do.
Wisconsin:					
Calumet	Brillion, city of	550036C	Apr. 22, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Mar. 8, 1974; Apr. 4, 1975 and Mar. 11, 1977.	Do.
Outagamie	Combined Locks, village of	550304B	Mar. 27, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 21, 1974 and Sept. 19, 1975.	Do.
Dodge	Unincorporated areas	550094B	July 18, 1973, emergency; June 15, 1981, regular; June 15, 1981, suspended.	Jan. 3, 1975 and Feb. 9, 1979.	Do.
Outagamie	Little Chute, village of	550307B	May 29, 1975, emergency; June 15, 1981, regular; June 15, 1981, suspended.	June 14, 1974 and Aug. 29, 1975.	Do.

¹ Certain Federal assistance no longer available in special flood hazard area.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968); effective Jan. 28, 1969 (33 F.R. 17804, Nov. 28, 1968), as amended, 42 U.S.C. 4001-4128; Executive Order 12127, 44 FR 19367; and delegation of authority to Federal Insurance Administrator)

Issued: May 26, 1981.

Richard W. Krimm,

Acting Administrator, Federal Insurance Administration.

[FR Doc. 81-16501 Filed 5-3-81; 6:45 am]

BILLING CODE 6718-03-M

44 CFR Part 64

[Docket No. FEMA 6068]

List of Communities Eligible for the Sale of Insurance Under the National Flood Insurance Program

AGENCY: Federal Insurance Administration, FEMA.

ACTION: Final rule.

SUMMARY: This rule lists communities participating in the National Flood Insurance Program (NFIP). These communities have applied to the program and have agreed to enact certain flood plain management measures. The communities' participation in the program authorizes the sale of flood insurance to owners of property located in the communities listed.

EFFECTIVE DATES: The date listed in the fifth column of the table.

ADDRESSES: Flood insurance policies for property located in the communities listed can be obtained from any licensed property insurance agent or broker serving the eligible community, or from the National Flood Insurance Program (NFIP) at: P.O. Box 34294, Bethesda, Maryland 20034, Phone: (800) 638-6620.

FOR FURTHER INFORMATION CONTACT: Mr. Gary Johnson, National Flood Insurance Program (202) 755-5581 or EDS Toll Free Line 800-638-6620 for Continental U.S. (except Maryland); 800-638-6831 for Alaska, Hawaii, Puerto Rico, and the Virgin Islands; and 800-492-6605 for Maryland, Room 5270, 451 Seventh Street, SW., Washington, DC 20410.

SUPPLEMENTARY INFORMATION: The National Flood Insurance Program (NFIP), enables property owners to purchase flood insurance at rates made

reasonable through a Federal subsidy. In return, communities agree to adopt and administer local flood plain management measures aimed at protecting lives and new construction from future flooding. Since the communities on the attached list have recently entered the NFIP, subsidized flood insurance is now available for property in the community.

In addition, the Federal Insurance Administrator has identified the special flood hazard areas in some of these communities by publishing a Flood Hazard Boundary Map. The date of the flood map, if one has been published, is indicated in the sixth column of the table. In the communities listed where a flood map has been published, Section 102 of the Flood Disaster Protection Act of 1973, as amended, requires the purchase of flood insurance as a condition of Federal or federally related financial assistance for acquisition or

construction of buildings in the special flood hazard area shown on the map.

The Federal Insurance Administrator finds that delayed effective dates would be contrary to the public interest. The Administrator also finds that notice and public procedure under 5 U.S.C. 553 (b)

are impracticable and unnecessary.

The Catalog of Domestic Assistance Number for this program is 83.100 "Flood Insurance." This program is subject to procedures set out in OMB Circular A-95.

In each entry, a complete chronology of effective dates appears for each listed community. The entry reads as follows:

Section 64.6 is amended by adding in alphabetical sequence new entries to the table.

§ 64.6 List of eligible communities.

State and county	Location	Community No.	Effective dates of authorization/cancellation of sale of flood insurance in community	Special flood hazard area identified
Alabama: Jefferson	Fultondale, city of	010121C	May 5, 1981, Suspension withdrawn	May 24, 1974, Jan. 9, 1976 and July 5, 1979.
Florida: Seminole	Unincorporated areas	120289B	do	Jan. 17, 1975 and Apr. 8, 1977.
Illinois: Cook	Sauk Village, village of	170157D	do	Mar. 8, 1974, June 4, 1976, Nov. 19, 1976 and July 7, 1978.
Indiana: Madison	Frankton, town of	180154C	do	Dec. 17, 1973, Sept. 12, 1975 and June 15, 1979.
Michigan:				
Macomb	Harrison, township of	260123C	do	Nov. 16, 1973 and July 2, 1976.
Ingham	Lansing, township of	260632A	do	Feb. 4, 1981.
Oakland	Rochester, city of	260326B	do	Apr. 11, 1975 and Nov. 19, 1976.
Minnesota:				
Wright	Hanover, city of	270540B	do	Nov. 23, 1973 and June 4, 1976.
Hennepin	Hopkins, city of	270166B	do	Nov. 9, 1973 and May 7, 1976.
Miller	Milaca, city of	270288B	do	May 10, 1974 and Apr. 30, 1976.
Fillmore	Peterson, city of	270128B	do	Aug. 30, 1974 and Feb. 20, 1976.
Missouri: Butler	Neelyville, city of	290046A	do	Dec. 6, 1974.
New Jersey: Bergen	Park Ridge, borough of	340063B	do	Jan. 23, 1974 and Sept. 17, 1976.
North Carolina: Halifax	Unincorporated areas	370327B	do	June 23, 1978.
North Dakota: Cass	Casselton, city of	390020B	do	May 24, 1974 and Feb. 27, 1976.
Oregon: Clatskanie	Barlow, city of	410013A	do	Jan. 10, 1975.
Texas:				
Henderson	Athens, city of	480324B	do	Aug. 23, 1974 and Apr. 9, 1976.
Fannin	Bonham, city of	480222B	do	June 7, 1974 and June 4, 1976.
Dallas	Desoto, city of	480172B	do	Aug. 2, 1974 and Apr. 16, 1976.
Willacy	Lyford, city of	480655A	do	May 17, 1974.
Vermont: Windham	Jamaica, town of	500131B	do	June 28, 1974 and May 10, 1977.
Washington:				
Kittitas	Ellensburg, city of	530234C	do	Dec. 12, 1973, Apr. 16, 1976 and Mar. 13, 1979.
Katlatas	Unincorporated areas	530095B	do	Nov. 8, 1977.
King	Renton, city of	530086B	do	June 7, 1974 and Nov. 7, 1975.
Kittitas	South Cle Elum, city of	530263A	do	July 11, 1975.
Pennsylvania:				
Beaver	West Mayfield, borough of	422331A	Dec. 23, 1974, emergency, Apr. 15, 1981, regular, Apr. 15, 1981, suspended, May 4, 1981, reinstated.	Mar. 28, 1975.
Bradford	Ridgebury, township of	420173C	May 29, 1973, emergency, Apr. 1, 1981, regular, Apr. 1, 1981, suspended, May 4, 1981, reinstated.	Jan. 9, 1974 and Aug. 8, 1975.
Iowa: Washington	Riverside, city of	190648	May 6, 1981, emergency	Aug. 13, 1976.
Pennsylvania:				
Lancaster	Fulton, township of	421774B	July 11, 1975, emergency, Apr. 15, 1981, regular, Apr. 15, 1981, suspended, May 8, 1981, reinstated.	Sept. 6, 1974 and July 23, 1976.
Dauphin	Wiconisco, township of	421030B	Sept. 26, 1973, emergency, Apr. 15, 1981, regular, Apr. 15, 1981, suspended, May 8, 1981, reinstated.	Dec. 13, 1974 and Sept. 17, 1976.
Michigan: Clinton	Victor, township of	260720 New	May 11, 1981, emergency	Jan. 10, 1975.
Pennsylvania: Lakawanna	Benton, township of	421749	do	Feb. 1, 1974, Feb. 6, 1976 and Jan. 16, 1981.
Illinois: Lake	Lake Bluff, village of	170373B	May 11, 1981, emergency, May 11, 1981, regular.	Sept. 16, 1980.
California: San Luis Obispo	Atascadero, city of	060700	May 14, 1981, emergency	July 26, 1974 and June 4, 1976.
New Jersey: Somerset	Montgomery, township of	340439B	Aug. 20, 1974, emergency, April 1, 1981, regular, Apr. 1, 1981, suspended, May 15, 1981, reinstated.	Aug. 28, 1970, emergency, Feb. 12, 1971, regular.
Texas: Harris	La Porte, city of	485487C	Aug. 28, 1970, emergency, Feb. 12, 1971, regular.	Feb. 17, 1971, July 1, 1974 and Aug. 22, 1975.

¹ The City of La Porte, Harris County, Texas annexed the City of Lomax, Harris County, Texas. The FIRM for La Porte is being revised to include the annexed areas of Lomax which will be Zone C. The Lomax areas currently have an effective LOMA dated January 13, 1981.

² DELETION: The Township of Wayne, Indiana has terminated its jointer agreement with the City of Noblesville, Hamilton County, Indiana. Please delete the Township of Wayne from eligibility under the City of Noblesville effective May 4, 1981. The Township of Wayne is now under the planning and zoning jurisdiction of the unincorporated areas of Hamilton County, Indiana. Hamilton County is not participating in the NFIP at this time.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968); effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended, 42 U.S.C. 4001-4128; Executive Order 12127, 44 FR 19367; and delegation of authority to Federal Insurance Administrator.)

Issued: May 26, 1981.

Richard W. Krimm,

Acting Administrator, Federal Insurance Administration.

[FR Doc. 81-16502 Filed 6-3-81; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 531

[Docket No. LVM 77-02; Notice 5]

Passenger Automobile Average Fuel Economy Standards; Exemption From Average Fuel Economy Standards

AGENCY: National Highway Traffic Safety Administration, DOT.**ACTION:** Final decision to grant exemption from average fuel economy standards and to establish alternative standards.

SUMMARY: This notice exempts Rolls-Royce Motors, Ltd. (Rolls-Royce) from the generally applicable average fuel economy standards of 19.0 miles per gallon (mpg) and 20.0 mpg for 1979 and 1980 model year passenger automobiles, respectively, and establishes alternative standards. The alternative standards are 10.8 mpg in the 1979 model year and 11.1 mpg in the 1980 model year.

DATES: The exemptions and alternative standards set forth in this notice apply in the 1979 and 1980 model years.

FOR FURTHER INFORMATION CONTACT: Robert Mercure, Office of Automotive Fuel Economy Standards, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (202-755-9384).

SUPPLEMENTARY INFORMATION: The National Highway Traffic Safety Administration (NHTSA) is exempting Rolls-Royce from the generally applicable average fuel economy standards for the 1979 and 1980 model years and establishing alternative standards applicable to that company in those model years. This exemption is issued under the authority of section 502(c) of the Motor Vehicle Information and Cost Savings Act, as amended (the Act) (15 U.S.C. 2002(c)). Section 502(c) provides that a manufacturer of passenger automobiles that manufactures fewer than 10,000 vehicles annually may be exempted from the generally applicable average fuel economy standard for a particular model year if that standard is greater than the manufacturer's maximum feasible average fuel economy and if the NHTSA establishes an alternative standard applicable to that manufacturer at the low volume manufacturer's maximum feasible average fuel economy. In determining the manufacturer's maximum feasible average fuel economy, section 502(e) of

the Act (15 U.S.C. 2002(e)) requires the NHTSA to consider:

- (1) Technological feasibility;
- (2) Economic practicability;
- (3) The effect of other Federal motor vehicle standards on fuel economy; and
- (4) The need of the Nation to conserve energy.

This final rule was preceded by a notice announcing the NHTSA's proposed decision to grant an exemption to Rolls-Royce for the 1979 and 1980 model years (45 FR 67108; October 9, 1980). NHTSA received two comments on that proposed decision.

The first comment was submitted by Rolls-Royce, in response to an invitation in the proposed decision for the company to explain why it could not have improved the fuel economy of its 1980 cars certified to the 49-state emission standards. Specifically, Rolls-Royce used fuel injection and a 3-way catalyst on its 1980 California vehicles, which resulted in improved fuel economy for those vehicles compared with the 1979 California vehicles. NHTSA did not have sufficient information to determine whether it would have been feasible to have also made this change to the 1980 49-state models. Lacking sufficient information, the agency raised the issue in the proposed decision, and invited Rolls-Royce to provide specific information to show that the change would not have been feasible. If the company did not provide the information, NHTSA would then consider deciding that the change was feasible.

In response, Rolls-Royce stated that fuel injection and 3-way catalysts were new technologies to the company, and that it was necessary to have a limited run with the new technologies to give the company experience with manufacturing them before including the technologies on all their vehicles. Additionally, Rolls-Royce stated that the 1980 California vehicles were certified at a low enough emissions level that the certification can be carried over for the 1981 and 1982 California and 49-state emissions standards. By not having to retest for compliance with those standards, the company will save an estimated \$50,000 in each of the two model years.

The company also argued that it has decided to produce only one model type for emissions purposes—one that complies with both the 49-state and California emissions standards—beginning in the 1981 model year. By so doing, Rolls-Royce will join all the other low volume manufacturers except Checker Motors in producing a vehicle that complies with both sets of emissions standards. This is important

for marketing flexibility, so that the low volume manufacturer can sell its cars in California or the other 49 states depending on the actual demand. When the company produces two models (49-state and California), it must forecast how many of each to make. It cannot sell 49-state vehicles in California, or vice-versa, when actual demand differs from forecasted demand. Such a decision by Rolls-Royce is not unreasonable.

Rolls-Royce argued that use of fuel injection and a 3-way catalyst on its 1980 49-state vehicles would have required additional and different development work for the company to optimize the fuel consumption and emissions to the less-stringent 49-state standards. This development would have been useful only for that one model year, since the company was not planning to certify vehicles to these less stringent standards in the foreseeable future, as explained above. Given the company's limited engineering staff, it decided to devote all of its efforts to achieving emissions levels in its 1980 California vehicles that would satisfy the 1981 and 1982 California and 49-state requirements, instead of splitting its effort between that and achieving optimal settings for its 49-state vehicles, which would be used only for the 1980 model year. Rolls-Royce also argued that it was erroneous for the agency to imply that the use of fuel injection with a 3-way catalyst was responsible for the fuel economy improvement on its 1980 California vehicles. NHTSA recognizes that the fuel rich mixtures required for efficient operation of the 3-way catalyst would be above the level required for minimum fuel consumption, and that any potential fuel economy improvements would depend on the specific vehicle involved and the stringency of the applicable emissions standards. However, without resolving this latter argument, NHTSA concludes that it would not have been economically practicable for Rolls-Royce to have incorporated fuel injection and the 3-way catalyst on its 1980 49-state vehicles. This decision is based on the newness of the technology to the company, marketing considerations, the staff and resources available to the company, and the fact that the company is certifying only one model type in 1981 and subsequent model years.

The other comment was submitted two weeks after the comment period had closed. This comment criticized the timing of the agency's proposal, and the procedure used to reach a final decision on the feasibility of Rolls-Royce using

fuel injection and 3-way catalysts on its 1980 49-state vehicles. The comment argued that the agency should have set the proposed alternative standard at the level Rolls-Royce would have achieved had it used fuel injection and the 3-way catalyst, and then lowered the standard only if Rolls-Royce was able to show that it could not have used the technology. This suggestion appears to be a distinction without a difference, because following either it or the procedure chosen by the agency required the manufacturer to demonstrate that it could not have used the item of technology, or the maximum feasible average fuel economy for the manufacturer would be calculated as if the manufacturer had used the item. The agency notes that by raising the point in the proposed decision, there was sufficient notice and opportunity to comment (as required by the Administrative Procedure Act) to permit the final decision to include the use of fuel injection when calculating the manufacturer's maximum feasible average fuel economy.

This comment also raised two substantive objections to the proposed decision. First, the comment stated, "NHTSA has concluded that Rolls-Royce was justified in foregoing any engine improvements because Rolls-Royce said doing so might well have increased NO_x emissions (45 FR at 67111)." This objection is a misstatement of the proposal, in which NHTSA said that a reduction in engine size without an accompanying weight reduction for the vehicle might well have increased NO_x emissions. This is because emissions of oxides of nitrogen increase with increased engine loading due to the higher operating temperatures. Increased engine loading can occur with either the substitution of a smaller engine or the use of a lower axle ratio on the same engine. Rolls-Royce reported no net fuel economy gain from reducing engine size, after retuning the engine to control the higher NO_x emissions. Further, the agency considered other engine improvements, such as alternative engines, but determined they were not technologically feasible, with no mention of NO_x emissions.

The second objection was that the rear axle ratio used by Rolls-Royce could have been reduced. However, the agency set forth the reasons that this reduction would not be technologically feasible and economically practicable at 45 FR 67112, and the commenter did not explain why it considered the proposed finding to be erroneous or less than

maximum feasible. Accordingly, the agency reaffirms its finding.

After analyzing the public comments received on the proposed decision, NHTSA believes that the fuel economy levels proposed therein represent Rolls-Royce maximum feasible average fuel economy for the 1979 and 1980 model years. Therefore, based on its conclusions that it was not technologically feasible and economically practicable for Rolls-Royce to improve the fuel economy of its 1979 and 1980 model year automobiles above an average of 10.8 mpg and 11.1 mpg, respectively, that other Federal automobile standards did not affect achievable fuel economy beyond the extent considered in this analysis, and that the national effort to conserve energy will be negligibly affected by the granting of the requested exemptions and establishment of alternative standards, NHTSA concludes that the maximum feasible average fuel economy for Rolls-Royce in the 1979 and 1980 model years was 10.8 and 11.1 mpg, respectively. Therefore, the agency is exempting Rolls-Royce from the generally applicable standards and is establishing alternative standards of 10.8 mpg for the 1979 model year and 11.1 mpg for the 1980 model year.

In consideration of the foregoing, 49 CFR Part 531 is amended by revising § 531.5(b)(2) to read as follows:

§ 531.5 Fuel economy standards.

(b) The following manufacturers shall comply with the standards indicated below for the specified model years:

(2) Rolls-Royce Motors, Inc.

Average fuel economy standard

Model year:	Miles per gallon
1978.....	10.7
1979.....	10.8
1980.....	11.1

Authority: Sec. 9, Pub. L. 89-670, 80 Stat. 931 (49 U.S.C. 1657); sec. 301, Pub. L. 94-163, 89 Stat. 901 (15 U.S.C. 2002); delegation of authority at 49 CFR 1.50.

Issued on May 28, 1981.

Raymond A. Peck, Jr.,
Administrator.

[FR Doc. 81-10655 Filed 6-3-81; 8:45 am]

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INTERSTATE COMMERCE COMMISSION

49 CFR Part 1056

[Ex Parte No. MC-19 (Sub-No. 36)]

Practices of Motor Common Carriers of Household Goods; Revision of Operational Regulations

AGENCY: Interstate Commerce Commission.

ACTION: Final operational rules; Deferral of effective date in 49 CFR 1056.2.

SUMMARY: By Decision served and published on March 11, 1981, 46 FR 16200, the Commission adopted revised operational regulations to be applicable to motor common carriers of household goods effective June 9, 1981.

Included in the regulations adopted is a requirement that carriers provide to each prospective individual shipper an informational publication, *Your Rights and Responsibilities When You Move*, form OCP-100. This requirement is contained in 49 CFR 1056.2(a)(1).

There is to be included in the OCP-100 publication a post card type questionnaire to be used by consumers to advise the Commission of certain data concerning their move. The questionnaire is identified as *Moving Service Questionnaire*, form OCP-100-A. The requirement for the inclusion of this questionnaire is deferred until January 1, 1982.

DATE: The requirement for *Moving Service Questionnaire*, form OCP-100-A, to be included in form OCP-100, *Your Rights and Responsibilities When You Move*, is deferred until January 1, 1982. This decision is effective on May 27, 1981.

FOR FURTHER INFORMATION CONTACT: Ray G. Atherton, Jr., (202) 275-7844 or W. F. Sibbald, Jr., (202) 275-7148.

SUPPLEMENTARY INFORMATION: Due to the information gathering purpose of the questionnaire approval must be obtained from the Office of Management and Budget (OMB) before the form may be put into use. For reasons not within the control of the Commission application for approval of the form was not made until May 1, 1981, and as of this date said application is pending a final decision.

The motor carriers which are responsible for the distribution of the publication, form OCP-100, are required to provide the publication at their own expense. Within recent days inquiries have been received from carriers and commercial printers regarding the pending OMB approval, and the OMB